

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
REGIONAL COUNCIL MEETING**

October 3, 2001  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

Mayor Skip Rimsza, Phoenix, Chairman	Mayor Edward Lowry, Paradise Valley
* Mayor Ron Drake, Avondale	Mayor John Keegan, Peoria
* Mayor Dusty Hull, Buckeye	* Mayor Wendy Feldman-Kerr, Queen Creek
* Mayor Edward Morgan, Carefree	* President Ivan Makil, Salt River Pima-Maricopa
* Vice Mayor Ralph Mozilo, Cave Creek	Indian Community
Mayor Jay Tibshraeny, Chandler	Mayor Mary Manross, Scottsdale
Mayor Roy Delgado, El Mirage	Mayor Joan Shafer, Surprise
* Mayor Sharon Morgan, Fountain Hills	Mayor Neil Giuliano, Tempe
* Mayor Chuck Turner, Gila Bend	* Mayor Adolfo Gamez, Tolleson
* Governor Donald Antone, Gila River Indian	Vice Mayor Lon McDermott for
Community	Mayor Larry Roberts, Wickenburg
Mayor Steven Berman, Gilbert	Mayor Daphne Green, Youngtown
* Mayor Elaine Scruggs, Glendale	F. Rockne Arnett, ADOT
Mayor Bill Arnold, Goodyear	Dallas Gant, ADOT
* Mayor Margarita Cota, Guadalupe	Bill Beyer, Citizens Transportation Oversight
Mayor J. Woodfin Thomas, Litchfield Park	Committee
* Supervisor Andy Kunasek, Maricopa County	*+Mayor Douglas Coleman, Apache Junction
Mayor Keno Hawker, Mesa	

\*Those members neither present nor represented by proxy.

+Non-voting

1. **Call to Order**

The meeting of the Regional Council was called to order by Acting Chairman John Keegan at 5:05 p.m.

2. **Pledge of Allegiance**

Acting Chairman Keegan introduced Vice Mayor Lon McDermott as proxy for Mayor Larry Roberts, Wickenburg. He stated that the RPTA has agreed to provide transit tickets for those who used transit to come to the meeting.

4. **Call to the Audience**

This agenda item was taken out of order.

Acting Chairman Keegan recognized public comment from Blue Crowley, who asked whether anyone had carpooled or used transit to come to the meeting. Mr. Crowley complimented Mr. Bourey and staff

for accurately expressing in the minutes his comments on rapid transit and the I-10 terminal. He stated that he had made the same comments at an RPTA Board meeting, and his words were written differently than the way he had said them. Mr. Crowley stated that rapid transit is not working with light rail. Phoenix needs to abandon the I-10 terminal to get the job done. He stated that the State needs to be at the RPTA table. Mr. Crowley stated that members are not at meetings to attend dinner, but to get the job done. He stated that MAG maps have the I-10 terminal on them, but Phoenix maps do not. Mr. Crowley stated that when he questions an agency, answers should be forthcoming. Acting Chairman Keegan thanked Mr. Crowley for his comments.

5. Executive Director's Report

James M. Bourey stated that the Governance Committee of the Governor's Vision 21 Task Force will meet on Thursday, October 4, 2001. In addition, the full Task Force has meetings scheduled for October, November and December, 2001. He indicated that a meeting schedule was at each place.

Mr. Bourey stated that MAG recently hosted transportation professionals at the Western States Intermodal Planning Group 2001 Conference. He stated that the conference was a major success and the federal partners indicated that they were pleased. Mr. Bourey stated that one year of work culminated in the conference, under the direction of Dennis Smith.

Mr. Bourey stated that the Lincoln Land Institute in Boston is performing a study on growth in the Phoenix area. Northern Lights Production will be producing a documentary for them, which will be broadcast nationally next summer. Mr. Bourey stated that Northern Lights conducted local interviews for the documentary.

Mr. Bourey stated that the University of Colorado at Denver is studying best practices and is using MAG as a model.

Mr. Bourey stated that the 2001 MAG Conformity Analysis was approved.

Chairman Rimsza joined the meeting.

Mr. Bourey announced that the "It All Adds Up to Cleaner Air" campaign received a Valley Forward Environmental Excellence Award of Merit. He noted that Kelly Taft served as the lead on this program.

Mr. Bourey stated that the MAG 2000 Pedestrian Plan received an Honorable Mention award from the Arizona Planning Association Master Plan Awards. Dawn Coomer staffed the project.

Mr. Bourey introduced new MAG staff, Karen Calliham, Graphic Artist, who received her Bachelor's degree from Lindenwood College in St. Charles, Missouri. Ms Calliham previously worked for the State Compensation Fund. Mr. Bourey introduced Charlene Moran-Flaherty, Homeless Planner, who came to MAG from St. Vincent de Paul Society. Ms. Moran-Flaherty received her Master's degree from Rutgers University and her Bachelor's degree from LaSalle University. Mr. Bourey introduced Christina Rivera, who will serve as Domestic Violence Specialist, replacing Mary Thomson, who accepted a promotion. Ms. Rivera is a graduate of University of Arizona. Mr. Bourey introduced Anna Soriano, part-time student Mail Clerk.

Mr. Bourey stated that the Resource Allocation Advisory Committee has been meeting in the annual process to determine cooperatively developed estimates for funds received to program each year of the TIP. Mr. Bourey displayed pie charts that showed that during the 1999 to 2003 program, the MAG region received only 10.5 percent return of their donor funds. This increased to 24.1 percent during the 2000 to 2004 program, and to 28.1 percent for the 2001 to 2005 program. Mr. Bourey noted that in the 2002 to 2006 program, the MAG region received 32.3 percent. Mr. Bourey explained that the recommended shares are 33.5 percent for the 2003 to 2007 program and 37.4 percent for the 2004 to 2008 program.

Chairman Rimsza thanked Mr. Bourey for his report. He mentioned that he had spoken to Mary Peters, who indicated that she is enjoying her new position as Federal Highway Administrator.

6. Approval of Consent Agenda

Chairman Rimsza stated that public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on the consent agenda. After hearing public comments, any member of the committee can request that an item be removed from the consent agenda and considered individually.

Chairman Rimsza stated that agenda items #7, #8, #9, #10, #11, #12, #13, #14, #15, and #16 were on the consent agenda.

Chairman Rimsza recognized public comment from Mr. Crowley, who requested one minute for each item. He noted that the items were divided into three different categories. Chairman Rimsza responded that Mr. Crowley would be allowed three minutes total. Mr. Crowley stated that he would comment on agenda items #7, #8, and #9. He stated that it is important for the Regional Council to be at the Regional Council meetings. For agenda items #13, Amendment to the FY 2001 and FY 2002 MAG Unified Planning Work Programs and Annual Budgets to Accept Additional Funding for Projects and #14, Consultant Selection for the Maricopa Regional Homeless Management Information System Planning Project, he stated that he hoped that MAG could get it together. Mr. Crowley stated that even though he is homeless, he hasn't had to use homeless facilities because he lives in his truck. He stated that he was refused dental service because he did not live in a shelter and had to find another way to get his teeth fixed. For agenda item #17, West Valley Rivers Project, he expressed his thanks to Mayor Keegan for assuming the leadership to get the project done. Mr. Crowley stated that this project is good for the West Valley. He stated that the football stadium needs to be in the West Valley, no offense intended to Mayor Giuliano. Mr. Crowley commented on paying attention to the aviation aspects and consequences by putting a stadium in front of the airport. Chairman Rimsza thanked Mr. Crowley for his comments.

Chairman Rimsza asked if any member requested that an item be heard. Hearing none, he asked for a motion to approve the consent agenda. Mayor Steve Berman moved, Mayor Joan Shafer seconded, and the motion carried unanimously.

7. Consultant Selections for the Southwest, Northwest and Southeast Maricopa County/Northern Pinal County Area Transportation Studies

The Regional Council, by consent, approved the selection of: (a) the consulting team led by Wilbur Smith Associates to conduct the Southwest Area Transportation Study for an amount not to exceed

\$250,000, (b) the consulting team led by Parsons Brinckerhoff Quade & Douglas, Incorporated, to conduct the Northwest Area Transportation Study for an amount not to exceed \$250,000, and (c) the consulting team led by Parsons Brinckerhoff Quade & Douglas, Incorporated, to conduct the Southeast Maricopa/Northern Pinal County Area Transportation Study for an amount not to exceed \$300,000. On May 23, 2001, as part of the federal fiscal year closeout, the Regional Council approved funding for area transportation studies to be conducted for the southwest and northwest areas of Maricopa County, and the southeast Maricopa / northern Pinal County area. The studies are included in the approved FY 2002 Unified Planning Work Program. A joint request for proposals for the two west valley studies was released on June 27, 2001, with proposals due by July 26, 2001. The request for proposals for the southeast Maricopa/northern Pinal County study was released on July 6, 2001, with proposals due by August 6, 2001. A Pre-Proposal Meeting held on July 13, 2001 was attended by seventeen consultants representing twelve firms. Proposals were received from consulting groups led by ENTRANCO, Parsons Brinckerhoff Quade & Douglas, Incorporated (PB), and Wilbur Smith Associates for all three studies. A proposal from AZTEC Engineering was also received for the southeast Maricopa/northern Pinal County study. For the Southwest Area Transportation Study, representatives of local agencies met on August 7, 2001 to review the proposals and again on August 14, 2001 to hear presentations and interview the consultant firms. The consensus of the southwest agency representatives was for either the team led by Wilbur Smith & Associates or the one led by PB, with a preference that the final selection be for a consultant team not selected for one of the other two area studies. For the Northwest Area Transportation Study, representatives of local agencies met on August 8, 2001 to review the proposals and again on August 16, 2001 to hear presentations and interview the consultant firms. The consensus of the northwest agency representatives was for the team led by PB. For the Southeast Maricopa County/Northern Pinal County Area Transportation Study, representatives of local agencies met on August 10, 2001 to review the proposals and again on August 17, 2001 to hear presentations and interview the consultant firms. The consensus of the local agency representatives was for the team led by PB, with a clear preference for a consultant team distinct from the ones selected for the other area studies. MAG staff agreed with all of the local agency recommendations for the consultant selections. The recommendations are conditional upon satisfactory completion of contract negotiations with the respective consultant groups. On September 5, 2001, the Management Committee unanimously recommended approval of the consultant selections.

8. Approval of Projects for the FY 2002 MAG Pedestrian Design Assistance Program

The Regional Council, by consent, approved the following projects to receive pedestrian design assistance: 1) The City of Phoenix - \$50,000, 2nd Avenue Pedestrian Enhancements; 2) City of Goodyear - \$25,000, Litchfield Road, Western Avenue, and Yuma Road Pedestrian Path Renovation; and 3) City of Glendale - \$50,000, the "Old Roma" Pedestrian Alleyway-to-Walkway Pilot Project. In July, 2000, the Regional Council approved the FY 2001- 2005 Transportation Improvement Program which included \$375,000 for pedestrian design assistance – \$125,000 for FY 2001, \$125,000 for FY 2002 and \$125,000 for FY 2003. On May 18, 2001, MAG member agencies were requested to submit projects to receive FY 2002 design assistance. Project applications were due on June 22, 2001. On July 25, 2001, the Pedestrian Working Group recommended that the following receive FY 2002 design assistance: 1) The City of Phoenix – \$50,000, 2nd Avenue Pedestrian Enhancements; 2) City of Goodyear – \$25,000, Litchfield Road, Western Avenue, and Yuma Road Pedestrian Path Renovation; and 3) City of Glendale – \$50,000, the "Old Roma" Pedestrian Alleyway-to-Walkway Pilot Project.

9. Amendment to the FY 2002-2006 MAG Transportation Improvement Program

The Regional Council, by consent, approved an amendment to the FY 2002-2006 MAG Transportation Improvement Program to use Grant Anticipation Note Funds for the San Tan/Price Interchange, expected to be repaid with federal funds in FY 2003, and to use Federal Bridge Replacement Funds for the bridge on Power Road at the Queen Creek Wash. On July 25, 2001, the Regional Council approved the FY 2002-2006 MAG Transportation Improvement Program (TIP). Since that time, ADOT has requested that the funding for the FY 2002 DOT 03-078, 202L Santan Freeway: Price/Santan TI, Traffic Interchange Project, be changed from Regional Area Road Funds to Grant Anticipation Note funds. Also, Maricopa County has received Federal BR funds for their MMA01-101 Bridge Project on Power Road at the Queen Creek Wash. It is necessary to amend the FY 2002-2006 MAG TIP to show these two projects with their new fund types. As both projects are currently shown in the TIP with other fund types and are both expected to be completed within the same time frames, there are no air quality conformity analysis concerns. Both the TRC and the Management Committee recommended amending the FY 2002-2006 MAG Transportation Improvement Program for these projects (the ADOT project was incorrectly identified to the TRC and to the Management Committee as the Santan/I-10 TI project) and change the funding from Regional Area Road Funds to Grant Anticipation Note Funds. Also, to change the Maricopa County MMA01-101 Bridge Project on Power Road at the Queen Creek Wash from Local Funds to BR Funds.

10. Conformity Consultation

MAG is conducting consultation on two conformity assessments. The first includes a City of Phoenix project-level conformity determination prepared for the 40th Street and Pecos Road Park-and-Ride. MAG has reviewed the project for compliance and concurs with the project-level conformity determination. The second includes an amendment for changing the funding source on two projects: the interchange at the San Tan and Price and a Maricopa County bridge on Power Road. The interchange was incorrectly identified as the San Tan/I-10 interchange in the Management Committee agenda. The amendment is necessary to add federal-aid funding to existing TIP projects and a conformity determination is not required.

11. Small Plant Review and Approval Process for the Proposed Russell Ranch Wastewater Reclamation Facility

The Regional Council, by consent, approved the proposed Russell Ranch Wastewater Reclamation Facility as part of the MAG 208 Water Quality Management Plan. The City of Glendale has requested that MAG review the proposed Russell Ranch Wastewater Treatment Facility through the Small Plant Review and Approval Process of the MAG 208 Water Quality Management Plan. The facility would have an ultimate capacity of 400,000 gallons per day and excess reclaimed water would be disposed of through reuse and recharge. The Town of Buckeye, City of Goodyear, and the Maricopa County unincorporated area are within three miles of the project, and all have indicated they do not object to the proposed facility.

12. MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Whitestone Water Reclamation Facility

The Regional Council, by consent, approved the MAG 208 Water Quality Management Plan Amendment for the Town of Buckeye Whitestone Water Reclamation Facility. The Town of Buckeye

has requested that MAG amend the 208 Water Quality Management Plan to include the Whitestone Water Reclamation Facility with an ultimate capacity of 3.35 million gallons per day. Excess reclaimed water from the facility would be disposed of through reuse and recharge. The City of Goodyear and the Maricopa County unincorporated area are within three miles of the project and both have indicated they do not object to the proposed facility.

13. Amendment to the FY 2001 and FY 2002 MAG Unified Planning Work Programs and Annual Budgets to Accept Additional Funding for Projects

The Regional Council, by consent, approved an amendment to the FY 2001 and FY 2002 MAG Unified Planning Work Programs and Annual Budgets to reduce the FY 2000 FTA Section 5303 funds from \$574,317 to \$507,770 and to increase the FY 2001 FTA Section 5303 funds by \$582,257. In May 2001, MAG was notified by ADOT of a change in funding for FTA Grant Section 5303 for FY 2000 and 2001. As a result, changes to the funding limits for FTA Grant Section 5303 for FY 2000 are reduced from \$574,317 to \$507,770. Changes to the funding limits for FTA Grant Section 5303 for FY 2001 are increased by \$582,257. These funds are available due to funding level changes received from the Federal Transit Administration. An amendment to the FY 2001 Unified Planning Work Program and Annual Budget is necessary to include these funds. In addition, these funds need to be carried forward into the FY 2002 MAG Unified Planning Work Program and Annual Budget.

14. Consultant Selection for the Maricopa Regional Homeless Management Information System Planning Project

The Regional Council, by consent, approved the selection of the consulting firm Cannon and Gill, Inc. to develop an implementation plan for a county-wide Homeless Management Information System for an amount not to exceed \$100,000. The MAG 2002 Unified Planning Work Program includes a planning project to develop an implementation plan for a countywide Homeless Management Information System (HMIS). The primary objective of this project is to assist in improving the effectiveness of the countywide response to homelessness through the assessment and design of a computerized, coordinated intake and referral system. The overall goal of the system is to improve the quality of client services by achieving the following objectives: 1) Providing faster linkage to appropriate housing, benefits, and services; 2) Identifying gaps in the services system; 3) Calculating an unduplicated count of homeless individuals in Maricopa County; and 4) Improving the availability of data to assist the region in making planning and funding decisions about services to homeless people. The HMIS Planning Project includes the assessment and recommendation for a proposed system design (including needed hardware, software, staffing, and training at both the provider and central server levels), a budget proposal for implementation of the system, and specific action steps to implement the system. The impetus for this project is the recent United States Housing and Urban Development (HUD) mandate that all regions receiving Stewart B. McKinney Continuum of Care grant funds develop a regional homeless management information system and report client level data by 2004. Our region received \$18.6 million in 2000, and these funds provide substantial resources to homeless service providers. In response to a Request for Qualifications (RFQ) released July 20, 2001, MAG received three proposals from consulting firms to undertake the HMIS Planning Project. A multi-agency review team reviewed the RFQ responses on August 20, 2001 and recommended that two of the firms, Cannon and Gill, Inc. and Techselect Consulting, be invited to an interview for the project. Based on interviews conducted on August 24, 2001, the MAG HMIS Planning Project Review Team reached consensus that Cannon and Gill, Inc. be recommended to undertake the project for an amount not to exceed \$100,000.

15. Approval of July 1, 2001 Maricopa County and Municipality Resident Population Updates

The Regional Council, by consent, approved the July 1, 2001 Maricopa County and Municipality Resident Population Updates. MAG staff has prepared July 1, 2001, Maricopa County and Municipality Resident Population Updates. The Updates were prepared using Census 2000 data as the base and housing unit data supplied and verified by MAG member agencies. The method used to calculate the updates was approved by the MAG Population Technical Advisory Committee. The MAG POPTAC recommended approval of the July 1, 2001 County and Municipality Resident Population Updates on August 21, 2001. Subsequently, some adjustments to the Updates were made to reflect changes in population in group quarters and annexations that were submitted by MAG member agencies to the Arizona Department of Economic Security (DES) too late to be incorporated into the MAG Updates that were approved. These revised updates were transmitted to MAG POPTAC members for their information on August 24, 2001. The Management Committee recommended approval of the updates by consent on September 5, 2001. The Director of DES is required to forward the Updates to the Economic Estimates Commission by December 15th of each year. The Updates are used to allocate \$23 million in lottery funds to local jurisdictions, to set expenditure limitations where appropriate, to establish compliance with Department of Water Services municipal per capita water use targets and to assist in local budgeting.

16. Amendment to the GIS and Database Enhancement Project

The Regional Council, by consent, approved amending the contract with InfoTech Enterprises, Inc. by \$10,000 (\$406,120 to \$416,120) to digitize new general plans. With the recent submission of eight new general plans by MAG member agencies, it is necessary to receive consultant assistance to prepare the data for the next round of socioeconomic projections, the MAG Growing Smarter Implementation Project and the development of the Regional Transportation Plan. InfoTech Enterprises, Inc. is already in the process of digitizing all member agency General Plans for MAG and this contract amendment would allow for the re-digitizing of the new plans. MAG is therefore requesting that the contract with InfoTech Enterprises, Inc. be amended to increase the contract by \$10,000, from \$406,120 to \$416,120, to cover the cost of digitizing these general plans. The Management Committee recommended approval of the amendment to the GIS and Database Enhancement Project by consent on September 5, 2001.

3. Approval of July 25, 2001 Meeting Minutes

This agenda item was taken out of order.

Chairman Rimsza asked if there were any changes to the minutes. Hearing none, he asked for a motion to approve the minutes of the July 25, 2001 meeting. Mayor Edward Lowry moved for approval, Mayor Roy Delgado seconded, and the motion carried unanimously.

17. West Valley Rivers Project

Dawn Coomer gave a presentation West Valley Rivers Project. Ms. Coomer stated that this project is actually two separate projects, the West Valley Multi-Modal Transportation Corridor Plan, which is the MAG study, and the Agua Fria Watercourse Master Plan, funded by the Maricopa County Flood Control District. Ms. Coomer stated that the Flood Control District and several cities in the West Valley and other agencies have been working together on planning efforts. Both of the projects were overseen

by a joint project management team. The Oversight Team served as the principal advisory and input source for this project.

Ms. Coomer stated that the MAG study was funded by a \$450,000 grant received from the Arizona Department of Transportation Enhancement Funds Program and focused on developing a non-motorized transportation plan for the area. She displayed a map of the West Valley Corridor. She stated that the West Valley Corridor is 42 miles long and lies along the New River and the 12-mile southern portion of the Agua Fria River. Ms. Coomer explained how the Corridor connects the city of Avondale with the community of New River while passing through Phoenix, Glendale, Peoria and unincorporated areas of Maricopa County.

Doug Williams, Maricopa County Flood Control District, provided a summary of the Watercourse Master Plan. Mr. Williams stated that the focus of the Flood Control District's Agua Fria Watercourse Master Plan was to look at flood prevention and reducing the amount of public money spent on flood control and emergency management. He displayed two pictures of flood control solutions. One picture was of a hard concrete channel built in the 1960s. The other was a non-structural channel. Mr. Williams noted that non-structural solutions are more attractive and have lower operations and maintenance cost. He stated that one of the goals of the Master Plan is to reduce concrete-type structures with non-structural solutions that will allow multiple uses, such as habitat.

Mr. Williams stated that the Flood Control District is working on several watercourse master plans that will address recreational elements, such as paths, trails, and open space, while emphasizing non-structural solutions to flood control issues.

Mr. Williams stated that a watercourse master plan specifically looks at the movement of water. Elements of the Watercourse Master Plan include future land use and development, and environmental considerations such as wildlife and habitat. He noted that the Watercourse Master Plan is funded by the Flood Control District and is authorized by state statute. Mr. Williams stated that one major emphasis of the Plan identifies historical aspects along the watercourse.

Mr. Williams stated that the purpose for preparing a watercourse master plan is to protect the public from any flooding hazard, determine how current and future development affects the waterway, determine the effects of bank erosion, and incorporate recreation and open space uses into Flood Control areas. Mr. Williams noted that development encroachment into waterways starts a roller coaster ride ending in major investments and the need to construct concrete channels.

Mr. Williams stated that the goals of a master plan include protecting the public from 100 year floods and bank erosion, consideration of structural and non-structural alternatives, reduction in the amount of public funds spent on flood control and emergency management, conservation of sensitive habitats and cultural resources, and incorporation of existing and proposed multiple use activities for floodplain areas.

Mr. Williams stated that the Agua Fria Watercourse Master Plan is examining both structural and non-structural alternatives. Structural alternatives tend to be more expensive to maintain and operate over the long term, and they also limit other opportunities to provide recreational amenities and preserve habitat. Non-structural alternatives are more environmentally friendly, and also less expensive to implement over the long term. Mr. Williams stated that the Master Plan is expected to be completed this fall, when the efforts will be turned over to Valley Forward and Westmarc. He noted that the agencies



are considering establishment of a 501(c)(3), so that they can accept donations. Mr. Williams stated that many citizens have indicated that they want to be involved. He explained that the impacts from sand and gravel firms located in the watercourse have been identified, and Flood Control is working on addressing these impacts.

Ms. Coomer explained that the project idea was initially started by John F. Long. She noted that the corridor, at 42 miles, is seven times longer than Indian Bend Wash. Ms. Coomer stated that the master plan identified five different trail types. Ms. Coomer stated that equestrian use was also addressed in the plan. Ms. Coomer explained the range of amenities identified to provide for user comfort and safety, include parking, transit connection nodes, connections to other trail systems and future roadway bridges.

Ms. Coomer stated that the corridor was divided into 16 trail segments. The Master Plan included a description of major design considerations, the length of each trail type, and the number of trail amenities for each trail segment. These factors were used to develop an estimated cost for each trail segment.

Ms. Coomer stated that the master plan addressed design features, such as signage, appropriate landscaping, and public art. She summarized the extensive public involvement efforts with this plan.

Ms. Coomer stated that this project may take 20 or 30 years to complete due to its complexity and cost. She noted that a key component of this plan is implementation. Ms. Coomer stated that the Implementation Strategies Action Plan serves as a supplement to the Master Plan and identifies several strategies and funding sources for implementation of the non-motorized trail system. Because this trail falls within several different cities and state and local land management agencies, a regional and community partnering approach is critical to achieving a fully constructed West Valley Corridor.

Ms. Coomer summarized implementation of the West Valley Corridor. The first step was to create the overall master plan, which has been completed as the MAG West Valley Multi-Modal Transportation Corridor Plan. This master plan, as described throughout this presentation, identifies the vision and trail design concepts for the 42-mile corridor, as well as identifies specific alignments for each of the trails types. Step two is development of the implementation and action plan. This plan establishes trail operations and maintenance guidelines, identifies implementation strategies and actions tied to each of the specific trail segments, and defines management responsibilities and trail design goals for the entire Corridor trail system. Ms. Coomer stated that step three is a future planning and implementation phase of the project. She noted that it will be necessary to secure funding sources and obtain necessary clearances to begin construction. Right-of-way will need to be acquired, and each segment will need to be designed and constructed. For all of this to work together to create a unified trail system that works for non-motorized users, continuation of the inter-jurisdictional coordination and partnerships established in the planning process for the West Valley Rivers Project will need to be maintained.

Chairman Rimsza indicated that some members needed to leave for other engagements and expressed concern for loss of a quorum. He asked for a motion. Mayor Delgado moved for approval of the West Valley Multi-Modal Transportation Corridor Plan. Mayor Jay Tibshraeny seconded. Before a vote was taken, Chairman Rimsza asked if there was further public comment. Hearing none, he asked if members had any discussion on the item.

Mayor Shafer asked why the City of Surprise was not on the trail system. Ms. Coomer explained that the project was originally formed from a vision by John F. Long and that the MAG trail includes the New River and lower Agua Fria River. The City of Surprise is outside of the MAG study area.

Mayor Shafer commented that those jurisdictions on the Agua Fria would like to be included also. Mr. Williams stated that connections from Surprise have been identified in the Agua Fria Watercourse Master Plan. The watercourse was not just for cities adjacent to the River, but the entire West Valley. He stated that issues have been identified in regard to Surprise. Mr. Williams explained that the problem with putting trails in the Surprise area is private property ownership, namely, sand and gravel operations.

Mayor Delgado commented that he was under the impression that the trail system would be going through to Sun City. Mr. Williams stated that the Watercourse Master Plan identified trail access potential along the Agua Fria. It will be easier to have trails along the New River since much of the river is already levied with right-of-way owned by the Flood Control District. Alignments for both rivers have been identified with both of these studies. Mayor Delgado asked if this meant his city would be on hold. Ms. Coomer clarified that two different projects were being discussed. The action being requested of the Regional Council was on the MAG study.

Mayor Keegan stated that the City of Peoria began incorporating this plan into their Master Plan in 1990. He expressed that the ultimate vision would be to eventually connect from the Salt River to Lake Pleasant in a regional trail system.

Mayor Hawker commented on a project from Tempe Town Lake to Saguaro Lake that will take 25 years to phase in. He indicated his support this project and for similar projects, whether in the East Valley or West Valley. Mayor Hawker stated that citizens have expressed their support for multi-modal projects and it is important to provide these projects. Hearing no further discussion, Chairman Rimsza asked for a vote on the motion, which passed, with Mayor Shafer voting no.

18. Approval of the MAG Regional Action Plan on Aging and Mobility Recommendations

Councilmember Claudia Walters, Mesa, and the Chair of the MAG Elderly Mobility Working Group, stated that the reason for having a regional Action Plan is to take a proactive approach to the coming age wave. She noted that within 20 years, the senior population will equal the current populations of Mesa, Tempe, Gilbert, and Chandler combined. Councilmember Walters stated that the Task Force worked on drafting the recommendations for more than one year. She asked for support in approving the recommendations, because the region will need them.

Suzanne Quigley expressed thanks to Councilmember Walters for her leadership and time on the effort. She stated that the aging of the baby boomer population will result in bringing the largest number of older drivers ever to roads and highways. Ms. Quigley stated that the 25 draft recommendations take a comprehensive and proactive approach to enhancing senior mobility by: making highways/streets safer and easier to get around; making housing developments more liveable for seniors by placing service closer to where they live; improving access to other transportation options besides the automobile; and improving older driver skills.

Mayor Keegan moved to approve the recommendations for the 2001-2002 MAG Regional Action Plan on Aging & Mobility. Mayor Hawker seconded, and the motion carried unanimously.

Mayor Thomas stated that the involvement of the League of Arizona Cities and Towns on Recommendation #25 advocating for mandatory insurance discounts for seniors who complete the AARP 55-Alive Course, might be appropriate. Ms. Quigley noted that AARP has been identified to take the lead on this, but the League's involvement could be helpful.

Councilmember Walters mentioned the driving challenges now being faced by her 80-year old father-in-law that he had not experienced when he was younger. She requested that cities view their facilities through the eyes of older drivers to see if they are elderly friendly. Councilmember Walters stated that the assistance of the Legislature may be needed on implementing some of the recommendations.

Chairman Rimsza stated that by raising this issue, we can implement the recommendations in ways that may not incur additional expense. By having the recommendations in place, they could be implemented in new development, and more expensive retrofitting may be avoided. Chairman Rimsza expressed his appreciation for the efforts and dedication on elderly mobility.

#### 19. MAG Governance Task Force Update

Mr. Bourey provided a progress report on the activities of the Regional Governance Task Force and the Advisory Committee. He stated that the Regional Council approved a motion that established a Regional Governance Task Force, comprised of eleven members, including mayors and managers, as appointed by the Regional Council Chairman. The motion stated that "The Task Force shall study the issues of regional governance; roles and responsibilities of MAG, including transit planning; as well as MAG membership, including voting membership of the Regional Council and other MAG committees. A subcommittee of the Task Force shall also be appointed to include representatives of the business community, the legislature and the public so that their input on governance will be considered in discussions by the Task Force. The Task Force shall prepare a progress report within 60 days of its first meeting and a final report no later than the end of the calendar year. The Task Force may request consulting services once the scope of work is more clearly defined."

Mr. Bourey stated that the Governance Task Force was appointed by Regional Council action on May 23, 2001. Members include Mayor Skip Rimsza, Chairman, Phoenix; Mayor Ron Drake, Avondale; Mayor Roy Delgado, El Mirage; Mayor Woody Thomas, Litchfield Park; Mayor Keno Hawker, Mesa; Mayor Wendy Feldman-Kerr, Queen Creek; Ed Beasley, Glendale; Stephen Cleveland, Goodyear; Thomas Martinsen, Paradise Valley; Jan Dolan, Scottsdale; and Bill Pupo, Surprise.

Mr. Bourey reviewed the Task Force meeting dates. He noted that the Task Force has met nine times. Upcoming meetings of the Task Force are scheduled for October 10, 2001, followed by a joint meeting with the Advisory Committee on October 22, 2001. The recommendations would then be developed at the November 1, 2001 meeting for consideration by the Regional Council. Mr. Bourey indicated that additional meetings are on the calendar, but may not be necessary.

Mr. Bourey stated that the Governance Advisory Committee was appointed July 6, 2001. Members include Representative Carolyn Allen; Roc Arnett, ADOT; Bill Beyer, CTOC; Supervisor Jan Brewer, Maricopa County; Representative Meg Burton Cahill; Senator Ed Cirillo; Representative Dean Cooley; Mayor Doug Coleman, Apache Junction; Representative Deb Gullett; Ivan Johnson, Cox Communications; Valerie Manning, Phoenix Chamber of Commerce; Diane McCarthy, Westmarc; Kevin Olson, Governor's Transportation Task Force; Mary Peters, ADOT; Supervisor Sandie Smith, Pinal County; and Mayor Chuck Walton, Casa Grande.

Mr. Bourey reviewed the direction that the Advisory Committee requested that the Task Force give them. The Committee would discuss the Roles and Responsibilities of MAG, including the examination of current roles of MAG and additional possible responsibilities. This would include the appropriate role in land use planning and in public facility planning in areas where MAG does not currently have a responsibility, including MAG having a greater role in land use planning in the unincorporated county area. It would also include a recommendation for the role of MAG in transit planning.

The Committee would discuss the geographic extent of the region, including the examination of the current boundaries of MAG and possible extensions to the boundary. This would include a look at the functions that have implications for the region such as transportation, air quality, and land use planning. It would look at the growth of the region and the interconnectedness of the various parts and the implication of federal programs for the boundary, including funding implications. In addition, it would examine the timing of any expansion.

The Committee would discuss appropriate membership, including the study of the most appropriate types of members. This would look at local government and other possible public sector members such as the state legislature, governor's office, school boards and others. It would also include private sector groups such as chambers of commerce and economic development agencies. The examination would include how other agencies become members. In addition, in lieu of adding membership, other concepts, such as an annual regional town hall that would include invited members, should be considered as a way to include a variety of interests that could be considered by the Regional Council. The Committee would discuss the organizational structure of MAG, including the exploration of the best organizational structure. Alternatives to be examined would include the full range of organizational structures that exist in other locations. This would include the number of members and the representation from each of the members, including proportional representation. It would include the potential use of an executive group smaller than the entire governing body. Another consideration would be to have a structured schedule for MAG to meet with neighboring entities to ensure coordinated planning between the regions. Mr. Bourey stated that the Committee would discuss the voting/decision making structure, examination of the voting structure of the organization, as well as a look at the authority for making decisions. It would include recommendations on the level of authority that would be granted to an executive group or various committees within the organization. This examination also encompasses weighted voting. The changes to the voting process may be dependent upon how the membership issue is addressed by MAG. Also, if a major advisory committee is added to MAG, it should be determined how it will report, through the Management Committee or directly to the Regional Council. The existing committee structure would also be re-examined.

Mr. Bourey noted that discussion of the name of the organization would probably be the last issue to be examined, after other issues have been considered. Discussion of the appropriate name for the organization will take into consideration the roles and responsibilities, membership and geographic extent of the region. If greater representation is provided through an advisory committee, and the geographic boundary is not changed, then perhaps no name change is needed.

Mr. Bourey reviewed the progress of Task Force. They have formed an advisory group; determined issues to be considered by Task Force; hired a consultant to moderate; reviewed the history of MAG governance; reviewed the structure of MPO requirements; received an overview of MAG responsibilities; discussed a comparative analysis of governance structures of other regions; discussed MAG current and future roles and responsibilities; identified major issues; and discussed alternatives.

Mr. Bourey reviewed that the major issues identified. 1) The issue of accountability of the Regional Council. The issue of parochialism in making regional decisions. The issue of clear identity and public understanding of MAG. 2) The need for additional connection of local governments' land use decisions to the availability of adequate regional public facilities, i.e., freeway capacity. 3) The need for integration of all modes of transportation with funding, planning and operations. 4) The need for improved and complete communication on issues which cross jurisdictional boundaries.

Mr. Bourey outlined the next steps. He stated that alternatives to each task would be reviewed and modified at the October 10, 2001 meeting. Mr. Bourey indicated that the meeting agenda was mailed out that day. He stated that input from the Advisory Committee would be received on the alternatives at the joint meeting on October 22, 2001. The recommendations to the Regional Council would be drafted at the November 1, 2001 meeting.

Mayor Hawker commented that some major issues will be difficult to deal with, especially land use planning and governance and accountability. He stated that modifications may be needed in order to be successful in extending the sales tax legislation. Mayor Hawker mentioned Advisory Committee comments that mayors are elected as officials of their own jurisdictions, but not as MAG members. Mayor Hawker stated that another issue of concern is the structure of MAG where small cities have the same vote as large cities. He mentioned whether this is appropriate representation needs to be studied.

Mayor Hawker stated that the Advisory Committee was not appointed to reach a consensus, but to give their ideas. The Advisory Committee brought up conflicts and indicated that it may be difficult to get their support unless there are modifications. Mayor Hawker expressed his pleasure that the Regional Council voted to establish the Governance Committee, otherwise, MAG would be DOA with the Legislature on the tax extension issue. He stated that many interesting topics and issues would be discussed at the meetings.

Mayor Mary Manross commented that there may be too many issues planned for discussion. She stated that each issue will take much discussion. Mayor Manross urged not acting too soon, or there could be unintended consequences. She indicated that the focus may have to be renewed. Mayor Manross expressed her appreciation for the efforts, but the issues are too complex to consider at once, and there may be a need to prioritize. If that is the way to move transportation issues, then focus on that. Mayor Manross stated that major mistakes could be made if too much is attempted at once. She commented on narrowing the scope.

Chairman Rimsza stated that it is important for the Task Force members to share what they have heard from the Advisory Committee on support for tax legislation if transportation issues were not wrestled with.

Mayor Hawker commented that it is difficult to focus on one issue, when the Advisory Committee draws the Task Force back into the whole picture. He commented that it is hard to separate discussion into separate units when the issues interrelate.

Mayor Thomas expressed his agreement with Mayor Hawker's comments. He mentioned the 13 million people projected for this region. Mayor Thomas commented that the region is behind the curve and solutions are needed in a hurried fashion.

Chairman Rimsza commented on discussion of issues, beginning with transportation. Mr. Bourey stated that the issues to be discussed would be governance structure, transit options, land use integration,

geographic extent of the region, and organizational name. Chairman Rimsza stated that the issues could be breakable into separate components over time.

Mayor Delgado stated that transportation is what started it for him, and to him, this is the most important issue.

Bill Beyer stated that the real issue is what it will take to pass the sales tax extension. He indicated that transportation and governance issues are where the public focus will be. To get the job done, identify each issue, then break into phases. He commented that the breakdown into phases is needed to get public approval.

Mayor Manross stated that land use and transportation are interrelated. MAG needs to be intellectually honest before moving forward. She asked members what decisions would they be comfortable having another body make? Mayor Manross asked how will we get there realistically and not balk later?

Chairman Rimsza commented on examining one issue, perhaps on a quarterly basis. Mayor Thomas stated that a quarterly basis might seem ambitious. Chairman Rimsza stated that Representative Cooley mentioned that the private sector has indicated that unless MAG is prepared to adapt on the transportation side of the equation, there will not be support for the sales tax extension to be governed as MAG does today.

Mr. Bourey explained the perception that the MAG body is not accountable. City leaders are accountable in their cities, but not as regional decision makers. He mentioned their concern for parochialism in making decisions. Chairman Rimsza stated that he heard that Kevin Olsen indicated that he could not imagine there would be support from his group if changes were not made. Mr. Beyer stated that if MAG does not show restructuring in the transportation area, the tax will not be passed. Chairman Rimsza commented that indications are that if MAG did not make changes at some level, the responsibility for the tax would be taken away.

Mayor Manross stated that regionally, MAG has done good things. As a member of the Chamber, she has not heard of concrete examples when MAG hasn't accomplished projects.

Chairman Rimsza stated that as a group, the Vision 21 Task Force is looking for another authority to govern. MAG is looking to make a defensive action to be in play. Mayor Manross asked if the new authority would be responsible and elected as the Regional Council? Mr. Bourey stated that the Vision 21 Task Force suggested a directly elected governing body, because they do not know another alternative to select. He indicated that, in their minds, there are ways to improve MAG.

Chairman Rimsza spoke about what the No Change Option would mean to MAG. It would give them the impetus to say MAG is not effective. Mr. Bourey stated that the Advisory Committee has said that without change to the governance structure, they would not want to proceed with the sales tax election.

Mr. Beyer stated that although the Advisory Committee has not yet discussed this, the mayors will have to play an integral part in the process. Chairman Rimsza commented that this may be discussed in negotiation if a new group is formed. Mr. Beyer commented that a new entity will have problems. Something else will have to come out. Chairman Rimsza asked for Dennis Smith's comments.

Mr. Smith stated that after the September 11, 2001 events, anything that costs money will have problems. We need to look inward and see if a 30 member body can effectively govern. He noted that the Regional Council has had some quorum problems. Mr. Smith brought up that the larger body could deal with some projects, such as the 208 Water Quality Plan and the Regional Aviation System Plan, etc. A smaller body could be formed that could deal with such items as the TIP and cost changes to the Regional Freeway System. He noted that it could be decided when the entire body would meet, quarterly or annually, for example. Mr. Smith stated that there is important work to be done at MAG.

Mayor Hawker stated that transportation issues need to be decided by a 7 to 11 member body. He suggested two scenarios that may have potential. 1) A committee of 7 transportation officials elected from districts. MAG would act as a subcommittee. 2) Establishment of a transportation subcommittee and bring in the business community as a subcommittee. Mayor Hawker commented on engaging the Legislature to write a bill, which will need to pass a lot of tests. He indicated that MAG's chances are drastically reduced if changes are not made. Mayor Hawker commented that the Legislature will not pass legislation for the next 20 years as they did before.

Mayor Bill Arnold stated that entities need to work together. Input from legislators, etc., on a subcommittee might be a good idea.

Chairman Rimsza invited all to attend the October 22nd meeting. He expressed that he would like all to attend. Chairman Rimsza stated that it is difficult to be prepared if you do not have the sense of what is at risk. The prize is our community and having the half cent sales tax in place for the next 20 years. Chairman Rimsza stated that he feels that the most serious issue facing the region is traffic congestion, and the tax is needed to help allay that problem. He noted that MAG wants a pivotal role in how the tax will be spent. Chairman Rimsza stated that MAG is not presently in a position to get into that pivotal position. If MAG makes decisions we will be more effective and will be able to be more actively considered to be the primary manager of the tax funds. A change in how this is constructed would be helpful.

Chairman Rimsza announced that a progressive dinner for the members of the Regional Council and their staff who have confirmed their dinner reservations would be held in the MAG offices.

There being no further business, the meeting adjourned at 6:30 p.m.

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Chairman

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Secretary